The Hongkong Telegraph.

No. 3150

FRIDAY, MAY 20, 1892.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—

The Alliance Bank (Limited.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £3,000,000.
PAID-UP CAPITAL £ 580,000

LONDON:
Head Office 40, Threadneedle Street.
West End Office 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager. [7

Insurances.

THE STANDARD.

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co.,
932—6] Agents, Hongkong.

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS OVER $3,000,000.00.

Policies absolutely non-forfeitable.
No restrictions as to Residence or Travelling.
Rates of premia low.
Policies issued on all approved Forms.
For further particulars apply to
DOUGLAS LAPRAIK & Co.,
Agents for Hongkong.
23rd February, 1892. [240

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [149

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $835,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LAU SHIU, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1278

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.
Hongkong, 24th June, 1881. [909

Intimations.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE Subscription CUP and SPOON Competition, TO-MORROW, the 21st Inst., at 2.45 P.M.
Ranges—700 and 800 yards.

ED. ROBINSON,
Hon. Secretary.
Hongkong, 16th May, 1892. [40

WANTED.

TO buy a full Rigged Barque of some FIVE HUNDRED TONNAGE, either Wood or Iron, must be comparatively new with all the latest improvements. English built one preferred. Apply to the Undersigned with full particulars as to construction, price, &c.

HANABUSA SHOKWAI,
No. 13, Minami Kinroku-cho,
Kiobashi-ku,
Tokyo, Japan.
Tokyo, 10th May, 1892. [538

NOTICE.

THE MITSUI BUSSAN KAISHA.

I HAVE This Day been appointed MANAGER of the Hongkong Branch of the above named Firm.

Y. FUKUHARA.
Hongkong, 10th May, 1892. [501

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,
AND
IN THE MATTER OF THE LABUK PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the CREDITORS of the above named Company are required on or before the 16th day of July, 1892, to send their names and addresses and the particulars of their DEBTS or CLAIMS, and the names and addresses of their Solicitors, if any, to A. W. WALKINSHAW and J. H. COX, of Victoria, in the Colony of Hongkong, the Liquidators of the said Company, and if so required by notice in writing from the said Liquidators are by their Solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

Dated this 17th day of May, 1892.

WOTTON & DEACON,
Solicitors to the above named
528] Liquidators.

A. S. WATSON & CO., LIMITED.

ISSUE OF 10,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution, the GENERAL MANAGER of A. S. WATSON & CO., LIMITED, hereby invites applications from the SHAREHOLDERS of the Company for the ISSUE of 10,000 NEW SHARES of $10 each at a Premium of 50 per cent., or $15 a Share.

Each Registered Shareholder on the 31st day of May next applying for the NEW ISSUE will be entitled to One Share for every Five Shares registered in his name. Shares remaining unallotted in respect of incomplete numbers of Five Shares and Shares not applied for by those entitled to apply, will be allotted among the General Manager and the Company's staff.

Applications for Shares in the NEW ISSUE will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 1st to the 4th day of June next, both days inclusive, and the whole amount applied for will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 4th day of June next, both days inclusive.

The present paid up Capital of the Company is $500,000 divided into 50,000 Shares of $10 each, and the NEW ISSUE is required to increase the Capital of the Company to $600,000 divided into 60,000 Shares of $10 each.

The whole of the premium received from the NEW ISSUE will be placed to the credit of the Permanent Reserve Fund.

The last Dividend paid by the Company was on the 5th November, 1891, being an Interim Dividend at the rate of 14 per cent. per annum on account of that year, and the Final Dividend for 1891 will be payable in May next. The NEW ISSUE will rank for the Interim Dividend to be declared in November next on account of 1892.

Forms of application for the NEW ISSUE can be obtained at the COMPANY'S OFFICES over the Hongkong Dispensary or at the HONGKONG AND SHANGHAI BANK.

By Order,
A. H. MANCELL,
Secretary.
Hongkong, 7th April, 1892. [405

To be Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 4th May, 1892. [488

TO LET.

"THE BEN," Furnished (for Summer Months).
"TUSCULUM," at Magazine Gap.
FIRST FLOOR, No. 1, Blue Buildings.
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Office).
GODOWN, No. 1A, Blue Buildings.
"STILLINGFLETE"—The Albany.
Semi-detached HOUSES, at Magazine Gap, Nos. 2a & 2A, STAUNTON STREET (corner of Old Bailey).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.
Hongkong, 4th May, 1892. [489

TO LET.

FIRST FLOOR, No. 64, QUEEN'S ROAD CENTRAL, suitable for OFFICES.

Apply to
Messrs. G. FALCONER & Co.;
or
LAI HING & Co.,
No. 152, Queen's Road Central.
Hongkong, 22nd March, 1892. [454

TO LET.

NO. 4, HOLLYWOOD ROAD.

"TUSCULUM," MAGAZINE GAP,
Nos. 2, 4, & 10, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 26th May, 1892. [32

TO LET.

TWO Large, Dry, and Spacious GODOWNS Praya East, on Marine Lot No. 42.

Apply to
N. MODY & Co.
Hongkong, 19th May, 1892. [509

Intimations.

CARMICHAEL & Co., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.
AERATED WATER MANUFACTURERS.
SHIP CHANDLERS AND GENERAL STOREKEEPERS.

GENTLEMENS' OUTFITTING, select but inexpensive variety.
SPORTING GUNS, RIFLES, REVOLVERS and AMMUNITION.
PORPOISE-HIDE DARK, TAN RUSSIA-LEATHER & ENGLISH-CALF BOOTS & SHOES.
SCIENTIFIC BOOKS, NAUTICAL, ELECTRICAL and ENGINEERING,
SCIENTIFIC INSTRUMENTS, HAND-TOOLS and DRAWING INSTRUMENTS.

CARMICHAEL & CO. LTD.
18, Praya Central, Hongkong.
Hongkong, 14th January, 1892. [42

CRUICKSHANK & CO., LD.,

TAKARADZUKA NATURAL MINERAL WATER.
KING OF TABLE WATERS.
(Charged with Natural Gas.)

"TAKARADZUKA" is prescribed by the most eminent medical men of the day as a water which although *NOT MEDICINAL* in the common acceptation of the term, will keep the functions of the body in healthy action, invigorate the system, and by promoting the Alkalinity of the blood *PREVENT THE DEPOSITION OF URIC ACID AND THE CONSEQUENT INROADS OF GOUT, RHEUMATISM AND INDIGESTION.*

TAKARADZUKA NATURAL MEDICINAL WATER.

This *NATURAL MEDICINAL WATER* besides being *APERIENT* also contains a large proportion of *FERRUGINOUS SALTS*, which property commends its use in warm climates before Hunyadi Janos and other mineral laxatives.

As an *APERIENT*:—One third of a bottle to a dose.
Bottled at "TAKARADZUKA" near Kobe, Japan.
Takaradzuka Mineral Water, price $5.50 per case of 50 pints.
Takaradzuka Medicinal Water, " $7.00 " " "
Sole Proprietor:—J. CLIFFORD WILKINSON, Hiogo, Japan.
CRUICKSHANK & Co., Ld., Sole Agents for Hongkong.
Hongkong, 21st April, 1892 [10

KELLY & WALSH, LD.

HAVE RECEIVED A LARGE SUPPLY OF THE

SWAN FOUNTAIN PEN.

THE "Swan" is a Mable, Todd & Co. Gold Pen joined to a rubber reservoir to hold any kind of ink, which it supplies to the writing point in a continuous flow. It will hold ink enough for two days' constant work, or a week's ordinary writing, and can be filled with as little trouble as to wind a watch.

With the cover over the gold nib it is carried in the pocket like a pencil, to be used anywhere.

A purchaser may try a pen a few days, and, if by chance the writing point does not suit his hand, exchange it for another without charge.

$4 EACH, WITH FILLER COMPLETE.

THERE ARE VARIOUS POINTS TO SELECT FROM, BROAD, MEDIUM AND FINE.

The Gold Pens in the "Swans" are Mable, Todd & Co.'s famous make. They are 14-carat tempered gold, very handsome, and positively unaffected by any kind of ink. They are pointed with selected polished iridium.

They will not penetrate the paper, and writer's cramp is unknown among users of Gold Pens.

They are a perfect revelation to those who know nothing about Gold Pens.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 12th May, 1892. [6

W. POWELL & CO.

EX S.S. "GLENSHIEL" and "SURAT."
LARGE SHIPMENT OF NEW GOODS.
LADIES, GENTLEMEN'S AND CHILDREN'S
WHITE STRAW HATS,
CHIFFONS, FLOWERS, FEATHERS, RIBBONS, and all the New Specialities for MILLINERY PURPOSES.

W. POWELL & CO.
Hongkong, 23rd April, 1892 [5

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking-Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.
Hongkong, 12th February, 1892. [108

LANE, CRAWFORD & CO.

NEW STOCK OF
CALCUTTA PITH SUN HATS.
STRAW HATS,
NEW BANDS AND PUGGAREES.
NEW FELT HATS.

LANE, CRAWFORD & Co.
Hongkong, 19th May, 1892 [29

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road, Central. [864

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 15, Queen's Road Central [864

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 19th March, 1892. [585

Masonic.

ST. JOHN LODGE

OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 21st instant, at 8 for 8.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 19th May, 1892. [539

VICTORIA LODGE

HONGKONG, No. 1026.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 23rd instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 17th May, 1892. [524

ZETLAND LODGE,

No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 24th instant, at 5 for 5.10 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 17th May, 1892. [529

VICTORIA CHAPTER,

No. 525.

AN EMERGENCY CONVOCATION of the above Chapter will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY, the 24th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 18th May, 1892. [532

VICTORIA PRECEPTORY.

A REGULAR MEETING of the Victoria Preceptory will be held on THURSDAY, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 17th May, 1892. [530

For Sale.

FOR SALE.

A SMALL INVOICE OF THE WELL KNOWN
G. H. MUMM & Co.'s
CHAMPAGNE,
In cases of 1 doz. quarts, at $26 per case.
do. 2 " pints, " $27 do.
SHEWAN & Co.,
Agents.
Hongkong, 16th May, 1892. [518

FOR SALE.

THE SCHOONER
"MONTIARA,"
AS SHE NOW LIES IN YAU-MA-TI BAY.

Length 75 feet.
Beam 17 feet.
Depth of hold 7½ feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 23" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. It is dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 3ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [526

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 21st instant, at 5 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 19th May, 1892. [540

Shipping.

STEAMERS.

FOR NAGASAKI.

THE Steamship
"DECIMA,"
Captain Christensen, will be despatched for the above Port TO-MORROW, the 21st instant, at 2 P.M.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 19th May, 1892. [535

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship
"MARIA TERESA,"
will be despatched as above on the 26th instant, at 1 P.M.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.
Hongkong, 19th May, 1892. [457

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Steamship
"HIROSHIMA MARU,"
Captain J. H. Pyne, will be despatched for the above Ports, on THURSDAY, the 26th instant.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents,
Hongkong, 19th May, 1892. [536

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"PORT ADELAIDE,"
Jamieson, Commander, will be despatched for the above Port on or about THURSDAY, the 26th inst., instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th May, 1892. [470

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Steamship
"ENERGIA,"
Captain, will be despatched as above on or about SATURDAY, the 21st instant, at 5 P.M.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th May, 1892. [513

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"GLAMORGANSHIRE,"
Captain Davies, will be despatched as above on or about SATURDAY, the 21st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 16th May, 1892. [516

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"JAPAN,"
Captain A. G. Hamilton, R.N.R., will be despatched for the above Ports, on TUESDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 17th May, 1892. [522

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at SANDAKAN, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain Helms, will be despatched for the above Ports, on TUESDAY, the 24th instant, at Noon.
This well-known steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage. A duly qualified Surgeon and Stewardess are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th May, 1892. [527

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship
"BRECONSHIRE,"
Captain Jackson, will be despatched as above on or about WEDNESDAY, the 25th instant, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th May, 1892. [397

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship
"WM. J. ROTCH,"
Bray, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 29th April, 1892. [478

Intimations.

DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

DAKIN'S LEMON SQUASH.

THE FAVORITE HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. *(For Invalids and general use).*

		Per doz. Case.	Per Bot.
A	Alto Douro, good quality, Green Capsule	$10	$1.00
B	Vintage, superior quality, Red Capsule	12	1.10
C	Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D	Very Fine Old Vintage, extra superior, Violet Capsule *(Old Bottled)*	18	1.50

SHERRIES.

A	Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B	Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C	Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
C C	Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10
D	Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E	Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule *(Old Bottled)*	14	1.25

		Per Case. 1 doz. Quarts.	Per Case 2 doz. Pints.
CLARETS.			
A	Superior Breakfast Claret, Red Capsule	$ 4	$4.50
B	St. Estephe, Red Capsule	4.50	5.00
C	St. Julien, Red Capsule	7	7.50
D	La Rose, Red Capsule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

		Per doz. Case.	Per Bot.
BRANDY.			
A	Hennessy's Old Pale, Red Capsule	$13	$1.20
B	Superior Very Old Cognac, Red Capsule	15	1.40
C	Very Old Liqueur Cognac, Red Capsule	20	1.75
D	Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
SCOTCH WHISKY.			
A	Thorne's Blend, White Capsule	8	0.75
B	Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C	Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D	Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E	Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
IRISH WHISKY.			
A	John Jameson's Old, Green Capsule	8	0.75
B	John Jameson's Fine Old, Green Capsule	10	1.00
C	John Jameson's Very Fine Old, Green Capsule	12	1.10
	Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00
GIN.			
A	Fine Old Tom, White Capsule	4.50	0.40
B	Fine Unsweetened, White Capsule	4.50	0.40
C	Fine A. V. H. Geneva	5.25	0.50
RUM.			
	Finest Old Jamaica, Violet Capsule	12	1.00
	Good Leeward Island	$1.50 per Gallon.	

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Benedictine Maraschino
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THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892. [4

The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 20, 1892.

INJURED INNOCENTS.

MR. W. M. GOODMAN, Attorney-General of Hongkong, is of opinion that "there is a charm of simplicity about the honorable member who represents the Chinese" in our local legislature—at all events that is what the learned official said at the meeting of Council on Monday last in discussing that pious fraud, known as *The Church Bill*, and we are bound to believe that he actually meant what he said. This extraordinary expression of opinion, the direct application of which is certainly not evidenced by the published reports of Mr. GOODMAN's remarks, was seemingly elicited by Dr. Ho KAI expressing the views that a great deal of valuable time was being unnecessarily wasted in discussing the *pros* and *cons* of this vexed and exceedingly paltry Church dispute, that the question of Bishop or no Bishop was entirely a matter for the congregation of St. John's Cathedral or the Church Body, and that to hand over that building to the members of the church and leave them to settle their differences amongst themselves as to Bishop BURDON's pretensions and the proper rites and rituals to be observed, would save a great deal of time, discussion and vexation.

Now, so far as our mental vision extends, there was nothing either in any way verdant or innocent in the Chinese member's remarks and suggestions; on the contrary, it will be all but unanimously conceded by unbigotted persons capable of intelligent thought that his amendment was the only ray of commonsense in about the dreariest and feeblest and most uncalled for debate in the Legislative Council that has been reported for a very long time past. The most conspicuous verdancy, according to our lights, was displayed by the Attorney General himself, who only spoke six or seven times without being reminded by the President that there is a limit to such absurd licence even when a bill is in Committee, and by his worthy colleague the Harbour Master, whose sapient utterances deserve to be specially immortalised. After the Chinese member had plainly stated that the intention of his amendment was to allow the Church Body to have complete control over the Cathedral provided they continued the Church of England service, the Harbour Master said—"It seems to me that the Cathedral must have been placed there for temporal interests and not spiritual at all," which was doubtless a very safe expression of opinion, as nobody could see the application or even understand what the hon. gentleman intended to convey—he possibly didn't know himself. But Mr. RUMSEY's second contribution to the debate, when in response to the Registrar General's sensible contention that the question of ritual should be entirely left out of the Bill, he said that "it will look very much as though the Government did not know its own mind, and could not decide which course to adopt," was the gem of the entertainment. The remark was perhaps not diplomatic, it undoubtedly would have been better left unsaid, but it was very strongly suggestive of inherent weakness in the Government; and recent occurrences in the Council and out of it must inevitably lead to the conclusion that the worthy head of the Harbour department only stated the actual truth. It has been clearly apparent to close observers for some time past that the present Hongkong Executive hasn't known its own mind for two days at a stretch—that is assuming it is handicapped with any incumbrance in the shape of a mind, which may be a matter of doubt. Of course Dr. Ho KAI's amendment, which it is worthy of remark was seconded by the Po Leung Kuk's champion, the Hon. the Registrar General, was swamped by the official element, which, extraordinary to relate, was supported on this particular occasion by Mr. BELILIOS, who, being one of the 'chosen people,' would have displayed a sound discretion in standing aloof from what, after all, was only one of those contemptible and altogether meaningless controversies about forms of worship which so discredit religion. If the grace of God were more attended to, and rites, rituals, barbaric vestments, bishops and all other such flummery consigned to the dust-heap, the world would be very much better than it is.

And after this lengthy and somewhat disjointed digression, we will return to our original theme—Mr. Attorney-General GOODMAN accusing Dr. Ho KAI, barrister-at-law, of being a charming simpleton. The learned Attorney never made a greater mistake in his life—and he has been the author of a goodly number of big mistakes during his short residence in Hongkong—but he is not the first high official who has been deceived by the Chinese member's quiet manner and naïve style of argument. A famous American humourist almost immortalised himself by describing the 'heathen Chinee' as being 'child-like and bland,' a description that has to be read between the lines to be understood. Dr. Ho KAI is a very long way from being anything approaching the traditional heathen Chinee, but it must be admitted that the Yankee critic's happy phrase "child-like and bland" fits our Chinese member like a glove. But appearances are proverbially deceptive, and if Mr. Attorney-General GOODMAN ever happens to be pitted against Dr. Ho KAI in any difficult case in court where a thorough knowledge of law is an essential, or in a debate in the Council where real ability is an absolute factor, he will find to his cost that the "charming simplicity" he so injudiciously attempted the other day to deride is far more apparent than real, and that he is playing with edged tools that are certain to leave a permanent mark. In most countries there are some familiar proverbs common to all, such for instance as 'a man who lives in glass-houses shouldn't throw stones' and dozens others to the like effect, as the Attorney General well knows. Well, it so happened, when the honorable official member was twitting Dr. Ho KAI with simplicity, that only a few minutes before he himself had been—the man in the glass house. In the discussion on the *Merchant Shipping Consolidation Ordinance*, in referring to Mr. WHITEHEAD's amendment to abolish the Marine Magistrate's court, Mr. GOODMAN is reported to have used as an argument against the proposed abolition the following remarks:—

"I recollect a case in which the seamen strongly objected to being tried by a land Magistrate, and I believe such objections are frequently heard."

And after this, the Deluge! Dr. Ho KAI's verdancy assumes a deep yellow tint after such an exhibition of innocence as that just quoted as emanating from the legal adviser of the Government, the caustic critic of the Chinese member and of Mr. WHITEHEAD. When has it occurred in Mr. GOODMAN's legal experience that seamen, or other persons accused of offences against the law, have had the option of or any discretion in selecting the tribunals before which they were to be tried? Is not such a ridiculous contention a proof of simplicity unparalelled in the history of the Hongkong Legislative Council? Under certain circumstances we believe that a British Peer has even in these days the privilege of being tried by his Peers; but it was left for Mr. W. M. GOODMAN to give us the interesting information that a crowd of rowdy sailors have a right to be tried before a court presided over by a sailor. Mr. W. S. GILBERT's satirical references in "The Mikado" to legal procedure in Japan must take a back seat when the strikingly original gentleman who is now Attorney-General of Hongkong airs his fervid eloquence with such "a charm of simplicity" on the alleged rights of sailors. What does Dr. Ho KAI think?

TELEGRAMS.

THE RUSSIAN MANŒUVRES ABANDONED.

LONDON, May 18th.

Owing to the famine and in order to effect economy the projected Russian manœuvres have been abandoned.

GREAT LOSS OF LIFE AT SEA.

A steamer has foundered in the Caspian Sea with a loss of two hundred passengers.

LOCAL AND GENERAL.

THE largest electric railway in the world is to be constructed in Russia, from St. Petersburg to Archangel, a distance of more than 800 miles.

WE learn from a good source that the signalling at the Peak has shown a noteworthy improvement during the past few days. There is nothing like publicity for stirring slumbering officialdom into active life.

SAIDSO—I understand that Berflat is in society at last. Herdso—I don't know that he is absolutely in it, but he has got to the point where he pretends not to care about seeing his name in the papers.

IN one of the six existing manuscripts of the ancient Saxon chronicles is found the following: "Bedwig was the son of Shem, who was the son of Noah, and he (Bedwig) was the only one born in the ark."

AN Emergency Convocation of St. Andrew's Chapter, No. 218, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8 for 8.30 o'clock precisely. Visiting companions are cordially invited.

A WIRE from Amoy informs us that Professor Victor Valazie, the daring aeronaut, made a most successful balloon ascent at Kulangsu (Amoy) yesterday afternoon, descending to *terra firma* by aid of a parachute in first-class style. Woodyeat's Circus is still performing to lively business.

WE had intended publishing to-day a sensational novel entitled "Wooing an Amah," being the missing link in the *Daily Press* novel which got lost without anybody missing it; but owing to the heat of the sun our novelist's hand has lately been too shaky to write his own name, so we must hold him down till he is sob—no, no!—till to-morrow.

MR. YU SUI-WAN, torturer-in-chief to his Excellency the Viceroy of Nanking, has returned to Shanghai from China's ancient capital and is having a high old time amidst the luxuries of the Model Settlement. The renowned Deputy sends best 'chin-chin' to his many friends in Hongkong, and hopes that the minions of the law at the Central Station are taking every care of his photograph in the official album.

NOT long ago an English company owned the St. George's mine, near Georgetown, on the Etheridge River, Queensland, but after working it for some time, became disgusted and threw it up. Five working miners of the neighborhood then secured the property, and set to work to properly open it out. A month's crushing of 20 tons of stone lately took place, resulting in the fine yield of 51ozs of gold to the ton. The feelings of the shareholders of the English company, which is now in liquidation, when they learnt the true value of the mine they flung away, may be better imagined than described. Such a result as that obtained in this case clearly shows the necessity for systematic working in mines, and also how frequently good things are thrown away by incompetent company management. Pen-jams, notwithstanding their chequered and unsatisfactory career, will yet turn out trumps for somebody—probably to some practical working men, Chinese most likely, who will reap a rich harvest from the seed so lavishly sown by the shareholders of the company.

A TRUST and Loan Co. that could be trusted would be a safe investment.

THE Washington *Star* says that "sometimes a man loses at cards because of foul play, but usually it is simply fool play."

WE are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Menmuir*, from Australia, left Port Darwin yesterday for this port, calling at Timor.

AT Chefoo, according to Chinese reports, "rice is as dear as pearls, and wood as costly as gems," which being interpreted means that rice is six and a half taels a picul, and wood five *cash* a catty.

RECENT repairs to H.M.S. *Orlando*, the flagship on the Australian station, which have already occupied several months in their execution by Messrs. Mort, of Sydney have cost no less than £80,000. What a pity the *Orlando* wasn't on the China station! Only fancy a Dock Company's bill against the Admiralty for over half a million dollars!

LUI KUN-YI, Viceroy of Liang Kiang provinces, arrived at Shanghai from Soochow on the morning of the 16th inst., travelling down in a large Chinese boat, towed by a steam-launch. The day was occupied by the Viceroy in inspecting the troops at the West Gate. The Viceroy was to call on the English Consul-General on Wednesday last.

COUNSEL who appeared for a Chinese, charged with perjury at Melbourne Criminal Court, argued that the prisoner's limited knowledge of English made him very liable to say exactly the opposite of what he really meant. "O, yes, welly good—ollys mean sackly diffient," chipped in the Celestial culprit, who had just pleaded "Not guilty," by the way.

A *Texas Siftings* definition of natural philosophy:—

"John, can you tell me the difference between attraction of gravitation and attraction of cohesion?"

"Yes, sir. Attraction of gravitation pulls a drunken man down to the ground, and the attraction of cohesion prevents his getting up again."

UPWARDS of 1,000 chests of choicest first season's Formosan tea arrived here yesterday in the Douglas Company's steamer *Formosa*, Captain H. Barhurst, and will go on to the United States by the O. & O. Co.'s 'Frisco liner *Gaelic* to-morrow. This parcel is said to be of finer quality than any tea that has come from Formosa for some years, and it is believed that it will fetch high prices in New York.

IT is reported from Chinkiang that two youths, living at a village some seven *li* distant from that town, were attacked the other day by a tiger—the same old tiger, we suppose. The younger of the lads provided one of his ears for the benefit of the man-eater, and the other victim was badly mauled before "stripes" was driven away. If this yarn is true, the tigers up Chinkiang way must be a comparatively harmless sort of animal, and quite different to the ferocious brutes so common in India and Indo-China.

The owl took his hat and his gloves one night,
His sweetheart for to see;
When his daddy asked him where he went,
"On a definite object I'm intent,
"To wit, to woo," said he,
"To wit, to wit, to woo!"

But he scarce had stepped outside the door,
When he could not fail to see
That the sky with clouds was all o'ercast,
The rain was falling hard and fast.
"Too wet to woo," said he;
"Too wet, too wet, to woo!"

OUR old friend Chang Chih-tung, Viceroy of the Hukuang, has decided that the opposition of the inhabitants of the Mo-an hills, in the Changsha district, shall no longer be permitted to hinder coal-mining in that part of the province. In marked defiance of their resistance and of the *fengshui* absurdity to which the people of that place still fanatically cling, the Viceroy has despatched an engineer and a party of miners, under military escort, to establish works and open mines, a sensible course on his Excellency's part which is thoroughly in keeping with his general policy and is to be highly commended.

T. S. RICHARDSON, the manager and proprietor of the Sydney Deposit Bank, was tried the other week in Sydney on a charge of having sworn to a false declaration regarding the affairs of that institution. The so-called Bank was rotten, to the core, so rotten that the manager was only able to return one shilling per pound of the deposits, although his published statements exhibited a flourishing state of affairs. Richardson was convicted and sentenced to four years' penal servitude. This ought to be a warning to those directors of public institutions who so often make themselves responsible for published statements of accounts without the slightest investigation.

IT is remarkable, observes the Shanghai *Mercury*, that in the list of successful competitors for the Metropolitan degrees there are two scholars from Tsung-ming, the alluvial island at the mouth of the Yangtze. The number allowed for the entire province is twenty-five. Shanghai, as usual, is nowhere in the list; while Ningpo, a literary city, boasts of but a single successful candidate. Two brothers from Hofei, in Anhwei, in Li Hung-chang's native district, were successful; they are sons of Kung, the Treasurer of Szechuen, late Taotai of Shanghai. The two districts of Hangchow can claim two successful candidates, the entire province of Chekiang having twenty four.

TO-MORROW the Scottish Oriental Co.'s steamship *Phra Nang*, Captain W. H. Watton, the chartered pioneer vessel of the Northern Pacific Steamship Company, will leave here for Victoria, British Columbia, and Tacoma, Washington Territory, *viâ* Nagasaki, Kobe and Yokohama, on her maiden trip across the North Pacific Ocean. She is not, as some surmise, the first of the Scottish Oriental vessels to cross the Pacific, as the *Monghui* and *Tatchow* were running between Vancouver and Portland, Oregon, some time ago under charter to the Canadian-Pacific Company, the latter steamer on her return hither, at the expiration of the charter, weathering a terrific hurricane in a manner that was surprising for such a comparatively small boat.

CHEN, Governor of Anhwei, is reported to have lately issued instructions to the local authorities of Wuhu in reference to Custom duties, adding to the list of commodities already paying duty, paper, medicines, and cloth, in addition to rice, timber, kerosene, sugar and opium. The rates are for rice one *cash* a picul, payable by the purchaser in silver; timber two *cash, ad valorem*, divided between the seller and purchaser, that is when the timber is sold at Wuhu, but when exported it has to pay one and a half per cent. *ad valorem*; white sugar, six *cash* a bale; red sugar, four *cash*, and two tenths; kerosene, ten *cash* per box; foreign opium two *mace*; native, three *mace* per hamper. The *lekin* on paper, medicine and cloth is to be determined later. The income derived from these sources is to be devoted to local objects—"military defence, police, and benevolence!"

LEPERS in India were treated with shocking inhumanity before Christianity entered that country. Many of them were buried alive.

A NEW YORK journal the other day, reporting a fire in the forepeak of a vessel, made a seaman ascend the mast with a pail of water to extinguish it!

AS will be observed from a notice in our advertising columns, Lady Robinson will hold a reception at Government House on the evening of Friday the 27th inst from 10 to 12 o'clock, in honour of the Queen's Birthday. There will be no reception on Wednesday next the 25th inst.

A TELEGRAM dated Washington, April 25th, says:—The Senate by a vote of 43 to 14 to-day rejected the Geary Chinese Bill and substituted the Senate Bill exactly as reported by the Senate Committee on Foreign Relations to continue the existing restriction laws for ten years. It was sent to the House for a conference. This occupied the entire day.

THE *Shanghai Mercury* of May 16th says:—"We had intended to deal at some little length with the President of the Athletic Sports, and his ungentlemanly and discourteous conduct on Saturday, not only to a representative of the press but to ladies and competitors. However, on reflection, we do not consider the individual in question worth either the trouble or the space. Our only regret is that through his unwarranted officiousness our report of the sports had to be held over on Saturday night." The President referred to is that keen old Hongkong "sport," Mr. H. J. Tripp.

DURING a recent interview Arabi Pasha in his captivity at Ceylon said in reference to the fate of General Gordon:—"The Mahdi distrusted Gordon. He saw in him another Hicks, and he minded him at once that Gordon, like Hicks, had come to seize the country and make slaves of the people. It was ordered, therefore, that Gordon should die, and the Mahdi kept his vow. Our pity for Gordon was very great, but his death lies at the door of the foolish English Cabinet that allowed him to go to his ruin. The voices of your wise men have been as the bray of wild asses in their dealings in Egypt. It was a sorry day for our people when you came with your soldiers."

THE Vancouver *Weekly World* of April 14th has the following:—"D. E. Brown has given a diplomatic denial to the published rumor that he is to be transferred to Hongkong to manage the C. P. R. steamship business there, but says he is going to China on a holiday trip, and may leave by the next Empress. Rumor has it, and that too in high quarters, that on the retirement of Mr. Brown as Assistant General Freight and Passenger Agent, the office will be divided, a popular gentleman connected with the ticket agency in this city becoming Asst. Gen. Passenger Agent, while the Asst. Gen. Freight Agent has not yet been named. It is hoped that during Mr. Brown's stay in Japan, and he will of course visit that sunny clime, he will not follow the distinguished example of Sir Edwin Arnold and lose his heart to one of its light-hearted daughters, fairer than all the roses."

THE shareholders of the Centennial Land Bank (Melbourne), says the *Sydney Bulletin*, found some gratifying information waiting for them at their last annual meeting. The "bank" was originated in the boom period, and while that joyous time was on it used to buy land in all directions, regardless of consequences. Now its chief business is to get rid of the same land, also regardless of consequences. It bought one estate for £115,000, paying £45,000 cash and giving bills for the balance, and now in its old age it has given the land back gratis to the original proprietor, and let him keep the £45,000, on condition that he returned the promissory notes and allowed the painful subject to drop. It paid £10,000 on another property and gave bills for £24,000, and now it feels thankful to lose the £10,000 and the land and have nothing more said about it. The directors are also making efforts to recover debts due to the bank; they spent £20 in selling up a man who owed them £200, and the net proceeds of the "estate" were £2 6s. 8d. It pays better to be a coffee-stall than a bank in these times.

THE Legislative Council will meet on Monday next, the 23rd inst., at 3 p.m. Business:—Finance Committee Report No. 7. Question and Motion, Hon. T. H. Whitehead.

Orders of the day.—Second reading of the Bill entitled An Ordinance to provide means for ascertaining the amounts to be paid by way of compensation in respect of the Wharves and Piers along the line of the Praya Reclamation, to fix the periods for the payment thereof and for other purposes in connection therewith. Third reading of the Bill entitled An Ordinance to amend "The Merchant Shipping Consolidation Ordinance, 1891." Third reading of the Bill entitled An Ordinance for the Incorporation of the Chairman of the Committee of the Diocesan School and Orphanage, Hon. C. P. Chater. Third reading of the Bill entitled An Ordinance to provide for the due performance of divine worship and other services in accordance with the rites of the Church of England at St. John's Cathedral Church at Victoria in this Colony and elsewhere, to incorporate a Church Body, to vest the said Cathedral in such Body and for other purposes in connection therewith.

RUSSIA and France, remarks the San Francisco *Call*, by a little planning at Constantinople, though they had put England in a difficulty about the investiture of the Khedive of Egypt, but they find themselves beaten by another trick in the game of diplomacy and are perhaps sorry they made the venture. The firman of investiture, when it arrived by special envoy at Cairo, was found by Sir Evelyn Baring to contain some uncovenanted and undesirable restrictions on frontier rights, and thereupon he put pressure on the Khedive not to accept the conditions. At the same time England and Italy co-operated in a naval demonstration at Alexandria and the British and Italian Ambassadors at Constantinople co-operated in something very like an ultimatum and warned the Ruler of the Faithful that the firman must be modified or his envoy recalled. The Sultan understood what was necessary under these embarrassing circumstances, and the firman is to be modified. The origin of this international comedy is, of course, the desire of France to hamper England in Egypt, and render her prolonged occupation troublesome. But, in a diplomatic way, England is disinclined to evacuate Egypt in order to let France in, and thus no time is fixed to say adieu. The world will be a good deal older when the day of departure is in sight, but it does not do for England to say so.

THE HON. MR. KESWICK.

WE hear from Shanghai that the Hon. J. J. Keswick, accompanied by Mrs. Keswick and family, left that port on the 13th inst. by Japanese mail steamer, bound for Yokohama.

It gives us pleasure to learn that Mr. Keswick's health has shown considerable improvement of late, and that he is rapidly approaching convalescence.

Our correspondent states that the Honorable member for Jardine's is intending to journey to the people in London, and alleges that he is personally one of the biggest victims.

FAREWELL TO "TOSH."

(By our own Swinburne.)

RETROSPECTIVE.

Whither now have fled those dreams of greatness?
Those longings after fame, those restless days,
Lost 'twixt good and ill that shared thy life?
All, all are gone—
Nought but the filthy lucre now remains.

* * *

Him Progress long had marked,
Progress whose hate
Aimed at his lie and perfidy to state.

* * *

Forbid, ye gods, to lift the veil that screens his doom;
Since better men will act soon in his room.

* * *

PROSPECTIVE.

Away with slavery! Away, we say!
So let us hope we'll gain the day,
And the dust of cruel oppression lay,
May it in the finite Past decay
And shipping people see a happier day.

* * *

Farewell, ye mighty *taipan*!
Farewell o'er land and sea,
Where'er thy lot is to be cast
Pray, mighty one, to clear the past;
Answer not the Devil's blast
But soar "aloft," at last, at last.

SUSPECTED PIRACY AT ABERDEEN.

—On the 16th instant a couple of strange junks sailed into Aberdeen and anchored. Nobody knew the captains or their crews, and the latter, beyond making a trip or two over-land to the city of Victoria, for reasons best known to themselves, stayed on board, keeping apart from the rest of the Chinese at Aberdeen. On the 18th a police constable boarded the junks and stated that before they left Aberdeen it would be necessary to clear in the ordinary way at Aberdeen Police Station. About an hour later the skippers were at the station and duly cleared their vessels. The mere act of clearing, however, did not dispel the suspicions of the police, and as the junks were getting ready to depart Sergeant Witchell went on board and found that both vessels were heavily armed and evidently prepared to commit piratical outrages on the coast.

To-day the masters of the two junks were brought before Mr. Hastings, at the Police Court, and charged with carrying arms without a licence and with not making a full and correct declaration of the arms found on board their vessels.

Sergeant Witchell said the junks cleared at Aberdeen with seven and eight muskets respectively on the 18th. On the 19th he found in one of them 14 muskets, 14 boxes caps, ten tins of powder and a large quantity of leaden bullets. In the other there were eight muskets, three revolvers, five pounds of powder, a large number of caps and bullets and a "stink-pot." The men were not known in Aberdeen.

In defence the accused said they really didn't know about the excess of arms and ammunition, but possibly their *fokts* had procured them on their own account to sell to their friends.

After a slight reflection Mr. Hastings said:—"I fine the defendants $10 each with the alternative of one month's imprisonment with hard labour. All the arms, ammunition and the 'stink-pot' to be confiscated."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THANKS!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—You will, I hope, pardon an apparent impertinence in asking for a corroboration of some statements you have published lately. Not, of course, that I doubt your accuracy; but as a rule, startling news appears, say, in the *Telegraph*, and one always rushes at once to see what the other papers say, as they come out later. But there has been no mention in either *China Mail* or *Daily Press* of the libel action about Mr. Keswick boiling, which you stated was going on in Penang; nor has there been anything about the H. & S. Bank finally losing the great case against Jurado in Manila. If you will pardon me, you sometimes get hold of stories which are not quite true, so I would be interested if you would not mind saying more about these, and I am sure the public would be pleased.

Yours apologetically,
REMEDIOS.

Hongkong, 18th May, 1892.

[It is all quite *bond fide* about the Bank, and also about Jardine's. Usually, as you say, Mr. R., the *China Mail* and *Daily Press* do copy our sensational items some time later. This time they are rather late, perhaps because the warm weather is making them more sleepy (if possible) than usual—which is saying a lot; or because they are too busy sending men to gaol who are not sent by the judge, and cribbing wrong reports from each other; or perhaps they are looking for the Missing Link in the *Daily Press* novel for to-morrow, or perhaps they simply dare not risk the displeasure of the Bank and the Ewo hong—anyhow, we dunno—why don't you ask them?—*Ed., H.K.T.*]

THE ZAMBESI CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In view of the astounding conclusion of the *Zambesi* trial and the statement made in your two local contemporaries, that the Acting Chief Justice sentenced Mr. Mattock, chief officer of that vessel to three months' imprisonment as an alternative punishment should he not pay a fine of $250, I trust you will kindly favour me with space to state publicly:—

1st.—That as soon as Mr. Mattock and Captain Edwards was committed for trial the Mercantile Marine Officers' Association at once petitioned his Excellency the Governor praying him to quash the committal, in so far as it affected the chief officer of the *Zambesi*.

2nd.—That on the 17th instant the honourable the Colonial Secretary, in acknowledging receipt of the petition, stated "that his Excellency the Governor *has no power to quash* the committal of the chief officer, Mr. Mattock, in the *Zambesi* case."

3rd.—That Mr. Fielding Clarke, in delivering judgment yesterday, said:—"I am quite willing to believe that the captain did know about it because I think it is exceedingly probable. He now says that it was so. You concealed the fact before for very obvious reasons in order that he might escape his share of the liability. . . . I prefer rather, inasmuch as you say that you were acting under the commands of your masters, to inflict a punishment in which he may share, and bear the burden if he chooses. I consider it necessary to pronounce a sentence which will mark the sense of the Court on the illegality of which you have been guilty, but under all the circumstances I think the sentence I impose is a very lenient one—that you be ordered to pay to Her Majesty the Queen a fine of $250."

4th.—The Acting Chief Justice never used the words—"*or in default go to prison for three months*" nor was any such alternative mentioned. Mr. Mattock has never, either yesterday or prior

to that date, been called upon to pay a fine or submit to imprisonment either.

5th.—As soon as judgment was delivered I, in my capacity as Secretary of the B. M. M. O. Association, stepped up to Mr. Mattock to ascertain whether he had sufficient money on his person to meet the penalty and learning, as I understood it, that he required $100 I at once obtained that sum and returned to Court with it, thus effecting his release in less than ten minutes.

Although the Judge, in passing sentence, said:—"I prefer rather, inasmuch as you say you were acting under the commands of your master, to inflict a punishment in which he may share and bear the burden if he chooses," as far as I know, Capt. Edwards has neither shared nor borne the burden, though it is reasonable to suppose that he will share the heavy burden cast upon an officer who was doing his best to farther the wishes of his commander and to screen him from conviction.

I am, etc.,
CHESNEY DUNCAN,
Secretary,
B. M. M. O. Association.

Hongkong, 20th May, 1892.

[It is certainly a very strange thing that both our local contemporaries should have reported that the Acting Chief Justice passed a sentence of three months' imprisonment as an alternative in the event of the fine of $250 not being forthcoming, as we are assured on the best authority that his lordship never did anything of the sort. We are certainly of opinion with Mr. Chesney Duncan that the verdict of the jury was "astounding"—a not uncommon occurrence with trial by jury in Hongkong, as we happen to know—as it is difficult to see on what grounds Captain Edwards was acquitted of all responsibility for the very serious offence he was accused of. That the chief officer, Mr. Mattock, was the chief instrument in enabling the Captain to evade conviction will hardly be denied, and that fact alone ought, in our opinion, to have alienated the very large amount of mistaken sympathy the first mate has received. As to the Mercantile Marine Officers Association, we take the liberty of offering the Committee of that institution a bit of sound advice, and that is in future when meddling with the course of justice to "go slow," especially when their action might so easily be construed into gross attempt of court. The application to the Governor to quash the committal for trial of Mr. Mattock, after a patient hearing at the Magistracy and the production of *prima facie* evidence that could not possibly be set aside, was the height of imprudence and should have called forth a very different answer to that returned by the Colonial Secretary. And further the action of the Secretary in rushing away to obtain $100 to help to pay the fine inflicted is only calculated to bring the Association into ridicule, when it is considered the Judge actually gave as a reason for inflicting a fine that Captain Edwards could bear a part of the burden, in return for having escaped punishment himself through being shielded by his subordinate. Of course if the Mercantile Marine Officers' Association is so generous as to relieve Capt. Edwards of what he no doubt would have regarded as a sacred obligation, even without giving him an opportunity of proving his gratitude, that is their own affair, but it is a policy which will not be generally approved of. We consider that both Captain Edwards and Mr. Mattock have good reason to congratulate themselves on having got out of a very serious difficulty so cheaply, and we say that without having the slightest prejudice in the matter.—Ed. *Hongkong Telegraph*.]

THE FIRST CHINESE WAR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I shall be exceedingly glad if you will kindly point out to me who I may take as an authority, on the first war with China? I mean to say, who do you think gives the most reliable version of the affair? I have consulted some works, but they are either at variance on important details, or something is on the way on which people cannot well rely. You have doubtless read what the *Daily Press* sometime ago said on the subject. My motive in asking you is not to combat what that paper said. Far from it. But some friends and I had a talk on the war of 1840 the other day, and one or two brought forward a completely new version to what I always believed to have been the cause of the war.

Hoping I am not trespassing on your time, and thanking you in anticipation,

I remain,
Yours faithfully,
T. Z. K.

Hongkong, 20th May, 1892.

[We cannot pretend to be a reliable authority on the subject mentioned by our correspondent; possibly some of our readers may be in a position to give him the desired information. —Ed., *Telegraph*.]

MINING IN CHINA.

Several evidences have recently been given of the growing desire on the part of the Chinese Government, and more especially on the part of a few enlightened and enterprising high officials, to develop the immense mineral resources of the various provinces of the empire. Hitherto mining of all kinds has been virtually prohibited, or carried on as a government monopoly, or in a quasi-official manner, which species of development the rulers of China are at last beginning to recognize is almost worse than useless. The disastrous results of the working of the gold mines at Pingtu and Ting-hai in Shantung, referred to in these columns the other day, furnish the latest example of the fatuity and fruitlessness of attempting to work mines under mandarin auspices, even with western appliances, which the Chinese are not fit to deal with, unless under the closest foreign supervision. Gold mining in Manchuria and Mongolia has hitherto been surreptitiously carried on by thousands of desperate characters, in spite of the penalty for exposing and extracting the mineral riches of these provinces from the earth, which has been made a capital offence, for which countless numbers of Chinese have forfeited their lives. In the primitive, wasteful system of washing, which these men follow, more than half the gold is lost. Many efforts have been made from time to time by Chinese merchants as well as by foreigners to obtain permission from the Chinese provincial governments to work the mineral deposits in Chihli, Shantung, and the vast but little known extramural regions, comprised under the name of Mongolia and Manchuria, upon conditions that would be profitable to all parties, and which, besides, would put a stop to the irregular operations that have so largely contributed to lawlessness and disorder in these distant parts of the empire. But with their proverbial obstinacy, the high Chinese officials have until recently steadfastly shut their eyes to the words of wisdom, and allowed the treasures of the earth to lie useless, or to be wasted. Recently, however, a wiser policy seems to have been adopted, and at the present moment there is strong likelihood of several valuable mineral deposits in Shingking being tapped under foreign supervision, and worked by means of foreign capital. We are not at liberty to say any more on this subject at the moment, but we think it not unlikely that a little time will see a very radical change in the attitude of the Chinese towards mining enterprises of all kinds, and that foreign capital and skill are pretty certain to find a new and profitable field for employment in China. In all such matters Li Hung-chang has taken the lead and the latest instance of the intelligent interest he evinces in mining is the concession, which he has made to Messrs. Tong King-sing and Chu Yu-chee to open the well-known gold fields in the region of the recent disturbances in Manchuria. Let us hope that the enterprise will meet with every success, for it is the opinion of many experts that if the gold deposits of China were properly and fairly worked, the result would not be without an appreciable effect upon the relations of the two precious metals, whose ratio almost regulates the trade of the world. A company, we believe, is in process of formation in Shanghai to work the concession. In the selection of Mr. Tong King-sing the Viceroy has made a wise choice, for the *concessionaire* has already proved himself a competent organiser and a successful administrator, as the Kaiping coal-mines prove. From all that we have heard, and judging by the specimens of gold brought down from the mines, there seems to be little doubt that the precious metal abounds in that part of Manchuria, and the prospects of success are highly encouraging. Mr. Tong King-sing, who celebrates his sixty-first birthday on the 16th inst. has already achieved remarkable success in coal-mining, and it was mainly through his efforts that the Chinese "Black Country," of which Kaiping is the base, has been created and became the central point of western ideas on manufactures and industries, which in the course of time will conquer prejudice in every province of China, and make her what she has every requirement for—a great manufacturing and mining country. Amongst the leaders of the Chinese industrial revolution, which is slowly but surely in progress, Mr. Tong King-sing occupies the foremost place, as is testified by his successful career as a director of the first railway company in China, (of which the Viceroy Li is the Director General), as managing director of the Chinese Engineering and Mining Company, director of the Jehol Silver Mines, and also as director of the flourishing concern known as the Tonshan Cement Works. It is just such a man that is wanted to undertake the opening of the gold mines in the north, for his name will inspire his countrymen with confidence, and we wish this new undertaking the success it deserves.—*Shanghai Mercury*.

CHEFOO.

(FROM OUR CORRESPONDENT.)

Chefoo, 14th May.

I am exceedingly sorry at having to confirm my telegram of the 12th instant, that the *Marie* has had to be given up as a bad job, after all the pluck, zeal, and energy displayed by the Old Dock salvage party, who really have commanded the admiration of everybody in this place, and our fullest sympathy. I will give you fuller particulars in a day or two. The wreck is to be sold by public auction, "on account of whom it may concern."

The weather has become delightful now, and it was a lovely sight to see the gardens, with the famous Chefoo fruit-trees in full blossom, enough to gladden the heart of the most incarnate hypochondriac; the weather was so sunny and mild last Sunday that a grand exodus of Chefoo folks to the fruit gardens took place, to admire one of the most beautiful sights afforded by nature. But, alas! all is over already; *sic transit gloria mundi!* Never mind though; we can afford to wait for the repetition of the same treat, twelve months hence, if all goes well, and wind and weather permitting.

The Taotai has returned from Tientsin recently. The hotels are beginning to fill up for the season already.—*Mercury*.

SHAOHSING.

(FROM OUR CORRESPONDENT.)

May 10th, 1892.

There is a strange mixture of despotism and democracy in the composition of the Chinese Government. The Board of Rites or a Provincial Governor can say to the people—"You must do so and so," "You must have this man for your ruler." The people having heard of "this man's" previous doings, declare—"We will not have this man to rule over us," and they go *en masse* to the Yamên, and politely request the magistrate to step into the sedan-chair, which they have provided for the purpose, and with great care and courtesy they convey him beyond the city walls, and leave him there. The ruler yields to the inevitable, and waits on opportunity to present his case to the proper authorities. Now, the possibility even of such a course of action on the part of both rulers and the ruled surely implies a degree of civilization amongst this people, which is not to be despised, and yet not enough to be admired. Even *mafoos*, when united in their action, can carry the day against one of the highest civil officers of the Provincial Administration.

The weather at Ningpo and here has been very wet of late; the heavy rains preventing the military students at both places competing for the honours which they so highly prize; this is particularly the case with the cavalry examinations, or rather, the mounted bowmen, whose feats and exercises are all in the open. The ground being very slippery and muddy, the *ma-foos*, who supply the ponies which are trained for the purpose, and some of whom are Shan-si men, petitioned the Hsioh-tai about the matter; the answer was that "The mounted bowmen, on account of the unfavourable condition of the ground, brought about by the heavy rains, are exempted from their examinations." These official grooms did not like this arrangement, as if the students did not hire their horses, the *ma-foos* would have to go home with empty purses, especially as they had suffered a similar disappointment at Ningpo recently. So fifty or sixty of their number, watching their opportunity, came suddenly into the presence of the Literary Chancellor, Chên Ta-jen, just as the great man was examining the infantry competitors in archery; and falling at once with the precision of well-trained men on their knees before him, prayed him to take their case into kindly consideration, and to graciously remember that both at Ningpo and Shaoshing they had, on account of the rains, suffered great losses, having been deprived of the usual fares for the use of their ponies, "and there being 250 and more of these ponies which have been fed there and kept at their own expenses for nearly three months, they were brought so low that were they to sell even their persons with the ponies, there would be little more than would suffice for travelling expenses to the homes. They therefore humbly prayed that his Excellency would favourably look upon their present position." Ch'en Hsioh-ta'i answered, "Your straitened circumstances cannot be charged on me. Haven has seen fit to send down the late heavy rains, which have prevented the usual examinations taking place in the open parade ground, but as your case is a reasonable one and also urgent, I will at once consult with my fellow-officials." The result of the consultation was; The Chancellor himself gave $100; the Prefect of Shaohsing $100; the Hsiens of Kwei-ki and Sze-ming, each $100, and the Ch'en-ta'i or Brigadier-General $100. It was also officially announced that "The first two of this year's military licentiates should give each $10, and the next eight in order $5 each." All these donations are to be handed over to the *mafoos* in the presence of the Prefect at his Yamên.

Now it is only a Chinaman who can properly understand this piece of business. The mafoos first petition *re* the horrid state of the ground, of course, complaining pretty loudly about how their poor ponies would suffer, if allowed to compete over such terrible turf. The Hsioh'ai exempts the mounted bowmen, which to us outsiders looks like a gracious act and one for which the mafoos ought to be grateful. Perhaps the Chancellor himself thought he was conferring a favour on the owners of the horses by granting this exemption! However, he soon took in the situation, and at once saw what was wanted and expected by these official grooms as soon as they dropped with soldier-like precision on their knees before him; and he, like "a politic Chinaman," arranged the matter satisfactorily without much ado.

Just imagine a troop of military students—for these seemed to be the chief movers in the first place and perhaps will share in some of the contributions—in some state in Europe, demanding exemption for an official examination for which great preparations had been made, on account of the unfavourable state of the parade ground! And not only so, but demanding all losses thereby incurred! There would they be sent to? It is only in a country like China where such official conduct is possible, pardonable, and yet, strange to say, such polite petitioning on the part of those ruled, and such politic action on the part of ruler, would seem to indicate a degree of civilization in China which can only be described as powerful, yet puerile. Truly, this is the land of contrasts and contradictions!

A few days ago the dragon-boat festival was in full swing, and there was great excitement outside the West Gate of this city. The boats—about twenty in number—were rowing across the Green-field Lake with splendid speed; twenty-four men in each long slender boat, each man with a broad paddle in his hand and all working with a will, when one of them found itself losing ground. Its occupants all gave a shout "Forward! to the front!" and with might and main shot cross the bows of several competitors; another stroke and they would have been first, but they lost the keeping of time, so over they went, all into the lake. The other boats came round to the rescue, but two poor fellows were missing. They dragged for their bodies, but could find only one, and where the other went is a mystery. This was in the forenoon; after dinner, a larger class of dragon-boats entered the arena for the race, but some of them had made too free with both viands and wine at dinner-time, and their foolish jesting turned to earnest contention and uproarious strife, which ended in a savage fight, one man having his head split open with an oar. In vain the friends tried to stop the flow of blood, and as the poor fellow was getting weaker every minute, they hastened with him home on a stretcher; but the man died before they could reach their destination. This is a bone for the Yamên runners if the clans do not speedily make it up and settle the case satisfactorily.—*Shanghai Mercury*.

A RACING LIBEL ACTION IN SYDNEY.

DAMAGES ONE FARTHING.

The libel action *Hill v. The Bird o' Freedom* came on for hearing in the No. 2 Jury Court, at Sydney on March 31st, before Mr. Justice Innes and a jury of four.

Mr. Gannon (instructed by Mr. J. H. Clayton) appeared for the plaintiff, and Mr. Want, Q.C. (instructed by Messrs. Montague and Herbert), appeared for the defendant.

This action was instituted by William Stewart Hill, an omnibus proprietor, to recover from Markham Richard Evans £500 damages for an alleged libel published on January 23rd last in one of his weekly newspapers. The criticism complained of was in connection with the running of a pony named Ablard at a race meeting at Canterbury Park on January 21st last. The article, among other things, said "that the outward and visible embodiment of 'W. S. Hill,' the owner of Ablard, got his name up a bit at Canterbury pony races on Thursday. Previous to the first race he made an extraordinary demonstration in the paddock, inviting all and sundry to take notice that Ablard was going to run for the Flying Handicap with his shoes on, and they could back him at their peril. The horse went out at 10 to 1, and at the finish of the race had everything in trouble and romped in, and his owner's (meaning the plaintiff's) reputation for veracity received a liberal discount on the spot. The same horse came in second for the Galloway Mile, and while the horses were pulling up 'Mr. W. S. Hill,' who was looking down the track, was suddenly observed to break out into a wild demonstration of joy, executing a kind of Highland fling and kicking round like a two-year-old. It turned out that the boy on the winner (Guinare) had got off the horse and would probably be disqualified, therefore the result justified the wild demonstration for Ablard." The meaning of the article was held to be that the plaintiff had been guilty of falsehood, was falsely and corruptly endeavoring to deceive and mislead the public as to the chance of Ablard winning, and that the plaintiff was injured thereby.

Mr. Gannon opened the case briefly, and in doing so said that after the writ had been issued the paper published a paragraph said to be an apology, but which in reality made matters worse.

William Stewart Hill, 'bus proprietor, residing at Redfern, said he was the owner of the racing pony Ablard. On January 21st last the pony ran at Canterbury in his name, but he was not present.

His Honor: Then he does not know the pony ran.

Plaintiff continuing: The references made in the issue of the paper complained of were not true. He did not know anyone called "Buck Hill." He wrote defendant on January 29 regarding the article, and receiving no reply caused a writ to be issued. The writ was dated February 22nd and on February 27th another article purporting to be an apology appeared, but was very unsatisfactory. Witness instructed his trainer (D'Courcy) regarding the horse. The trainer used his (witness') name in entering the horse for the races of the associated clubs as enterer and owner of the hack. None of the ponies from his stable could be entered in his name for races not held by the clubs in the association. Ablard did not run at races other than those under the auspices of the associated clubs. Jacko and Valentine were run at outside places and were entered in the trainer's name, and the letters "ns" (nominates) were always used after such entries. A jockey named Montgomery rode Ablard on the day in question.

To Mr. Want: Had been connected with horse-racing about 12 months, and went to race meetings occasionally—about once a fortnight.

Mr. Want: Will you undertake to swear that it is not a common thing to run horses in their shoes?

Plaintiff: Not if they are trying to win.

What is the difference between plates and shoes?—A plate is about the thickness of a shilling.

Is it a common thing to run horses in racing plates?—No.

His Honor: Do you mean to say they run absolutely unshod?—Yes, your Honor.

Cross-examination continued: Horses were often run in plates during wet weather. It was a common thing to put a horse into a race when there was no chance of its winning to get it into form.

Mr. Want: Do you do it?

Plaintiff: No, sir.

You always wait until you have a good thing, then?—Yes, sir.

Cross-examination continued: He knew a man named Thomas Stewart, but not by the name of "Old Buck." Stewart had not charge of Ablard on the day in question. Stewart put in a protest against Guinare, the winning horse, at the request of the trainer. He did not know that Tom Stewart was always known in racing circles as "W. S. Hill." When he saw the name W. S. Hill quoted in the article he took it to refer to himself, and not to some one else's racing name.

Mr. Want: Now, how did you get Ablard?

Plaintiff: From Mr. Tom Stewart, my uncle.

Whose name did the pony run in before you got him?—I don't know.

Then you run ponies under your own name at the associated clubs and in somebody else's name at the Driving Park and elsewhere?—Yes.

His Honor: If that is so, is it honest to take the money you win at the races held under the auspices of the associated clubs?

Plaintiff: If we did not do that there would be no racing.

I did not ask for your opinion on racing, but on the honesty of the transaction?—No; I do not think it dishonest.

Cross-examination continued: He had 15 horses and 80 horses, which he hired from his uncle, and for which he paid £15 a week. The average amount earned was about £140 a week, and his gross profit about £15. He took the references in the article complained of to be to himself, and did not consider the paragraph on February 27th to be sufficient *amends*.

To Mr. Gannon: The ordinary working shoes of a racehorse were three-quarters of an inch thick. There was considerable difference in the running of a horse with and without shoes. He never instructed anyone to run his horse with shoes on.

Daniel D'Courcy said he was a trainer and had Ablard in hand for plaintiff. Had been training him about 12 months. He took the pony to Canterbury Park on January 21st, but did not say to anyone, or in the hearing of anyone, that the pony was to run in his shoes. The pony ran without shoes. Plaintiff was not on the course that day. He asked Stewart to enter the protest against the winning horse in the Galloway Mile because he (witness) could not write. The article in question he took to apply to plaintiff as being the owner of Ablard. He did not see Stewart backing or jumping about.

To Mr. Want: He understood that the pony originally belonged to a man named Thompson, and was bought from him by Stewart and given to Hill. The ponies were run at Driving Park in his (witness') name, because an owner was not allowed to run ponies on the associated grounds if he ran them on the non-associated grounds. The working-shoes of a racing pony were about three-quarters of an inch thick. Stewart was present at Canterbury Park, and took an interest in the pony for his nephew's sake. He heard Stewart say, "The pony is going to run with his shoes on, you can back him if you like." Witness did not turn round and say it was not true.

His Honor: Yet you knew it was a lie, and calculated to take people in?

Mr. Want: Now, is it not a common thing for trainers to put people off who come making inquiries, if the owner has not got his money on, in order that he may be first on the market?

Witness: Yes.

Witness, on further cross-examination, admitted that Stewart took great interest in the two races on the day in question, and also that on different occasions he had heard him called "old buck" by his more immediate friends.

Plaintiff, recalled and questioned by his Honor, said he never knew until that day that Stewart had said what his (plaintiff's) trainer had sworn to about the shoes.

Thomas Stewart, plaintiff's uncle, said he had owned horses for over 30 years. Remembered being at Canterbury Park when Ablard won the Flying Handicap. Plaintiff owned Ablard and had received him as a present from witness. He did not remember telling everyone around that the pony was going to run with his shoes on, but he did mention the matter to the secretary, asking if the pony might do so, and he replied "well, so long as you don't take them off on the course, it does not matter to us." On the conclusion of the second race he did not jump or kick about, but behaved himself as a rational man would. His conduct after the disqualification of Guinare could hardly be called a wild demonstration, although he did try to get two or three witnesses together for his nephew, who was not present. He put £10 on the pony in the Flying Handicap at 6 to 1. Had nothing to do with the superintendence of the nominating of Ablard. The owner of the horse Kilmore was not identical with Hill.

Mr. Gannon: Are you a "gay old buck?"

Witness: Look at me. Do I look like one? (Laughter).

Witness (continuing): Had never heard the name "old buck" associated with himself before. The state of the weather had a great deal to do with the running of a horse with its shoes on and its chances of winning. Sometimes horses ran without shoes on, sometimes with plates, but generally without either.

Mr. Want: Now, have you not known a horse to give a faster trial with shoes on than with them off?

Witness: No, never. I have had horses longer than you, and I never knew it to be done. (Laughter.)

Cross-examination continued: He took an interest in the race. He owned and raced Ablard about twelve months before giving him to plaintiff. He raced him for about five months prior to giving him away.

Other witnesses stated that the article was taken by them to have reference to plaintiff.

This concluded plaintiff's case.

For the defence Mr. Want called—

Thomas Sharpe, a tobacconist, who stated that Stewart was at Canterbury Park on the day in question, and said he was going to start his pony with shoes on. Witness also gave other evidence corroborative of what appeared in the paragraph.

Harvey Roulston, on the sporting staff of the paper in question, said it was an uncommon thing for horses to run in races with their shoes on. He wrote the paragraph complained of, and the name "W. S. Hill" referred to Stewart. At that time he did not know plaintiff. He had seen Stewart giving directions as to the horses entered in the name of "W. S. Hill." He had also heard Stewart say Ablard was his horse. When the boy got off Guinare in the second race, Stewart was watching, and said, "Hooray, he's off." He certainly believed Stewart to be the owner of Ablard. He also wrote the paragraph in February apologising.

Cross-examined: Had known Stewart for some time, and had heard him refer to Ablard as his horse. He certainly had no ill-feeling against Stewart. The race-book showed the name "W. S. Hill," but not the letters "ns." He quoted the name "W. S. Hill" in the article. He was informed that Stewart said the pony would run with shoes on. The intention of the paragraph was to accuse Stewart, of having done a wrong thing.

To Mr. Want: Before the first race he saw a connection, and on going to the spot saw Stewart amongst a crowd, and was told that he had said he intended to run the pony with his shoes on. That was how he came to write about it. Stewart appeared to be excited by the fact that people were backing the pony at 5 to 1. Soon after the announcement about the shoes the betting was 10 to 1.

Thomas Power, another sporting reporter, said Ablard won the first race easily. Witness saw the boy get off Guinare in the second race, and also saw Stewart acting in rather an excited manner. He believed Stewart was talking of entering a protest. Had known Stewart in the racing world for some years.

George Sydney Rowe, secretary to the Warwick Farm Racing Club, was at Canterbury Park the day Ablard won the Flying Handicap. He too, heard Stewart, whom he knew, say that Ablard was to be started with his shoes on, and the public were backing him, but for what reason he could not say. Racing with his shoes on meant many different things.

Mr. Want and Mr. Gannon addressed the jury.

His Honor, in summing up, said the case was in many respects a peculiar one—he did not think he had ever met with a case similar in circumstances—and it left various matters, which the jury would have to determine. In all libel actions the matter at issue was, in one sense, peculiarly a matter for the jury. The jury in the present case would have to say whether the article complained of was, or was not, a libel. They would also have to decide whether the article was published about plaintiff. The plaintiff's name was W. S Hill—there was no question as to that—plaintiff was the only W. S. Hill heard of in the case; but it was also generally admitted that it was by no means an unusual thing for persons to run horses under an assumed name. The writer of the article said it was not written about plaintiff, and that he fully believed that "W. S. Hill" was merely an assumed name, and that the real name was Stewart. That was the person, he said, about whom he wrote the article complained of. If a man allowed another man to put himself forward in such a manner that the public—or a large section of the public—believed him to be the person concerned, then it would be for the jury to say whether the statement complained of was written and published of the first or the second person. This was the main question they had to consider in the present case. The plaintiff admitted that he rarely attended race meetings, an admission supported by the evidence of the trainer. Neither did plaintiff put in an appearance at the race meeting in question. Mr. Stewart on the other hand appeared to be a frequent attendant at race meetings, and there was no question that he (Stewart) was, to a certain extent, authorised to enter horses in his own name, Hill paying the fees. There could be no doubt, also, that on some occasions Stewart was authorised to use Hill's name. They must ask themselves whether there was any arrangement between Hill and Stewart by which Stewart held himself out in such a manner as to lead people to believe him to be the person running under the assumed name of Hill. If they believed that plaintiff allowed Stewart to so conduct himself in the management of "Ablard" as to induce people to believe—the defendant amongst them—that he (Stewart) was "W. S. Hill," and defendant honestly believed that, and so believing thought he wrote the article of Stewart, and not of plaintiff (Hill), then, of course, their verdict would be for the defendant. The charge was that the person written about was alleged by the writer of the article to be guilty of disgraceful conduct. He did not doubt—supposing the facts to be as stated—that the jury would consider the writer of the article perfectly correct in characterising what took place as disgraceful conduct. He drew no distinctions in cases like these whether the article appeared in the *S. M. Herald*, the *Bird o' Freedom*, or the *Daily Telegraph*. All three were newspapers. The sting of the article was the accusation of doing a disgraceful thing in announcing to the public that the horse would run in shoes, for the purpose of spreading it abroad in order to get a longer price. If a man told an untruth in that manner, he (His Honor) said—and he did not suppose the jury would hesitate to agree with him and the writer of the article—that it was a disgraceful thing. If the article had been written of Stewart beyond all doubt, and had Stewart been the plaintiff in the case, he did not suppose the jury would say that it was not a proper course for the paper, or anyone else, to take in speaking of it as they had done. He (the Judge) thought that the jury's sense of honor was far too healthy to permit them to say that it was not a disgraceful thing to tell a lie of the kind imputed in the article, even supposing the owner or trainer to be pestered by outside people wishing to obtain the latest information regarding the horse. If a man replied to such questions with a dishonest intention to get longer odds than he otherwise would, then it was a disgraceful proceeding. If they came to the conclusion that Hill had not allowed Stewart to so act, that he might be taken to be the person known as W. S. Hill, their verdict, if they thought the article was an imputation of disgraceful and discreditable conduct, should be for the plaintiff, with such damages as they thought plaintiff, under the circumstances, to be entitled to.

The jury retired, and after about fifteen minutes deliberation, returned with a verdict for plaintiff, assessing the damages at one farthing.

Mr. Gannon, under the Act of 1886, applied for a certificate of costs on the ground that there was no reasonable or probable ground for the statement complained of.

His Honor declined to grant the certificate.

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To-day's Advertisements.

THE QUEEN'S BIRTHDAY.

LADY ROBINSON will hold a Reception at GOVERNMENT HOUSE, on FRIDAY EVENING, the 27th inst., from 10 p.m. to 12, in honour of HER MAJESTY'S BIRTHDAY.

There will be no Reception on Wednesday afternoon, the 25th inst.

Hongkong, 20th May, 1892. [542

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock

—PRICE TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

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Second Class... 0.50
Chinese 0.25

Hongkong, 19th May, 1892. [534

Notices of Firms.

NOTICE.

MR. FRANK SMYTH has This Day taken over Charge of our BUSINESS in Hongkong, and will sign our Firm's Name per procuration.

W. HEWETT & Co.

Hongkong, 18th May, 1892. [533

NOTICE.

THE PARTNERSHIP hitherto existing between the UNDERSIGNED in the business of Share and General Brokers under the style of TOEG & GUBBAY, was DISSOLVED on the 30th April, 1892, by mutual consent.

R. E. TOEG.
R. A. GUBBAY.

Hongkong, 16th May, 1892.

WITH reference to the above, I have Established myself as SHARE and GENERAL BROKER from the 1st May, 1892.

R. A. GUBBAY.

Hongkong, 16th May, 1892. [519

Hotels.

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING-KEE,
Lessees.

Hongkong, 9th May, 1892. [450

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1891. [118

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

To-day's Advertisements.

ST. ANDREW'S CHAPTER,

HONGKONG, No. 218, S.C.

AN EMERGENCY CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 20th instant, at 8 for 8.30 o'clock precisely.

Visiting Companions are cordially invited.

Hongkong, 20th May, 1892. [537

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, (LIMITED).

A PRIVATE MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Connaught House, on TUESDAY AFTERNOON, the 24th May, at 4.30 P.M., for the purpose of meeting Mr. BLAMEY, the Company's Manager in Pahang, and also for the purpose of considering the proposals for the re-construction of the Company, and the raising of fresh Capital. All Shareholders are particularly requested to attend.

A. O'D. GOURDIN,
Secretary.

Hongkong, 20th May, 1892. [542

Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—100 per cent. prem., buyers.
The National Bank of China, Ld.—on £5.0.0. paid up,—26½ per cent. dis., sellers.
The National Bank of China, Ld.—Founders' shares, $200 per share, buyers.
The Bank of China, Japan & the Straits, Ld.—$6½ per share, buyers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £25 per share, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$88 per share, buyers.
China Traders' Insurance Company—$59 per share, buyers.
North China Insurance—Tls. 240 per share, ex. div., sellers.
Canton Insurance Company, Limited—$97 per share, sellers.
Yangtsze Insurance Association—$100, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$270 per share, sellers.
China Fire Insurance Company—$82 per share, buyers.
Hongkong, Canton, and Macao Steamboat Co.—$32 per share, sellers.
China and Manila Steam Ship Company—27 per share, buyers.
Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
Douglas Steamship Company.—$36½ per share, sales and buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—$77 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$14½ per share, sellers.
Hongkong Hotel Company—$40 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
The Austin Arms Hotel and Building Company, Limited—$7 per share, sellers.
The Shameen Hotel Co., Limited—$10 per share, sellers.
Punjom and Sunghie Dua Samantan Mining Co.—80 cents per share, sales and sellers.
The Raub Gold Mining Co., Limited—45 cents per share, buyers.
Imuris Mining Co., Limited—80 cents per share, sales and sellers.
The Balmoral Gold Mining Co., Limited—nominal.
Tonquin Coal Mining Co.—$180 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$7 per share, sellers.
The Selama Tin Mining Co., Limited—10 cents per share, sellers.
London and Pacific Petroleum Co., Ld.—£2 sellers.
China Sugar Refining Company, Limited—$135 per share, sellers.
Luzon Sugar Refining Company, Limited—$30 per share, sellers.
A. S. Watson & Co., Limited—$16 per share, ex. div., buyers.
Cruickshank & Co., Limited—$10 per share, buyers.
Hongkong Dairy Farm Co., Limited—$5½ per share, buyers.
The Kowloon Land Investment Co., Limited—$8 per share, sellers.
The Hongkong Land Investment Co., Limited—$58 per share, sellers.
The West Point Buildings Co., Limited—$22 per share, sellers.
H. G. Brown & Co., Limited—$30 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$52 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—$98 per share, buyers.
Hongkong Gas Company—$129 per share, nominal.
Hongkong Ice Company—$70 per share, sellers.
Hongkong and China Bakery Company, Limited—$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$10 per share, nominal.
The Green Island Cement Co.—$8 per share, sellers.
The Hongkong Electric Light Co., Limited—$3½ per share, sellers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$50 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T.	2/9½
Bank Bills, on demand	2/10
Bank Bills, at 4 months' sight	2/10⅛
Credits at 4 months' sight	2/10⅛
Documentary Bills, at 4 months' sight	2/10⅛
ON PARIS—	
Bank Bills, on demand	3.55
Credits, at 4 months' sight	3.65
ON INDIA:—	
T. T.	220½
On Demand	220½
ON SHANGHAI—	
Bank, T. T.	72
Private, 30 days' sight	72½

Shipping.

ARRIVALS.

CHARTERS TOWERS, British steamer, 1,905, Murray, 19th May,—Kutchinotzu 13th May, Coals.—Mitsu Bussan Kaishia.
PRESTO, German steamer, 655, J. Jessen, 19th May,—Touron 17th May, General.—Siemssen & Co.
HIROSHIMA MARU, Japanese steamer, 2,030, J. H. Pyne, 19th May,—Otaru 28th April, and Amoy 18th May, Coal.—Geo. R. Stevens & Co.
KWANGLEE, Chinese steamer, 1,508, R. Lincoln, 20th May,—Shanghai 17th May, General,—C. M. S. N. Co.
SIAM, British steamer, 991, J. M. Tulloch, 20th May,—Saigon 15th May, Rice.—Chinese.
HSIN-SHING, Chinese steamer, 855, Geo. Buchanan, 20th May,—Canton 20th May, General.—C. M. S. N. Co.
TAI-YICK, German steamer, 903, N. Emke, 20th May,—Canton 20th May, General.—Meyer & Co.
E-SANG, British steamer, 1,127, G. Payne, 20th May,—Newchwang 13th May, and Chefoo 15th, General.—Jardine, Matheson & Co.
CANTON, British steamer, 1,110, T. Sellar, 20th May,—Shanghai 17th May, and Swatow 19th, General.—Jardine, Matheson & Co.
GUTHRIE, British steamer, 1,403, P. T. Helms, 28th May,—Kobe 14th May, General.—Gibb, Livingston & Co.
SEVERN, British cruiser, 4,050, Captain T. H. Henderson, 20th May, from Amoy 19th May.

CLEARANCES AT THE HARBOUR OFFICE.

Tatyick, German steamer, for Chefoo, &c.
Glenorchy, British steamer, for Shanghai.
Milke Maru, Japanese steamer, for Kobe, &c.
Chartirs Towers, British steamer, for Kutchinotsu.
Lennox, British steamer, for Mantung.
Cheytang, British steamer, for Swatow, &c.

DEPARTURES.

May 20, *Nestor*, British steamer, for Shanghai.
May 20, *Sishan*, British steamer, for Saigon.
May 20, *Avochis*, British steamer, for Hongay.
May 20, *Cheysang*, British str., for Swatow, &c.
May 20, *Wuotan*, German steamer, for Saigon.
May 20, *Milke Maru*, Japanese str., for Kobe.

PASSENGERS—ARRIVED.

Per *Hiroshima Maru*, str., from Otaru, &c.—4 Chinese.
Per *Presto*, str., from Touron.—2 Chinese.
Per *Kwanglee*, str., from Shanghai.—Mrs. Percebois, and 69 Chinese.
Per *Siam*, str., from Saigon.—1 European and 31 Chinese.
Per *Canton*, str., from Shanghai, &c.—Mr. Parker, 2 Europeans and 30 Chinese.
Per *Guthrie*, str., from Kobe for Sydney.—Rev. and Mrs. J. J. Halley, Hon. W. J. Trickett, Messrs. G. Norton Russell, F. Lemen, Oscar Rowe, K. Tsuji, and Matsumura. For Thursday Island.—11 Japanese.

REPORTS.

The British cruiser *Severn* reports that she left Amoy on the 19th instant. Had very fine weather.

The British steamship *Canton* reports that she left Shanghai on the 17th instant, and Swatow on the 19th. Had light north-east breeze and fine clear weather throughout.

The Chinese steamship *Kwanglee* reports that she left Shanghai on the 17th instant. Had light south-east winds to Namki; thence to port had light following winds, and fine weather throughout the passage.

The British steamship *Siam* reports that she left Saigon on the 15th instant. Had light southerly and south-west winds to the Paracels; thence to port had fresh northerly and north-east breeze, with dull and cloudy weather.

The British steamship *E-sang* reports that she left Newchwang on the 13th instant, and Chefoo on the 15th. Experienced light variable winds winds with fine weather throughout the voyage. Arrived here this morning at 8.30 o'clock.

The British steamship *Guthrie* reports that she left Robe at midnight on the 14th instant, passed through the Inland Sea, and discharged pilot off Rokuren Islands at 3 a.m. on the 16th. Passed Tumabout at 1.30 a.m.; arrived here at noon on the 20th. Experienced light to moderate variable winds and fine weather throughout.

The Japanese steamship *Hiroshima Maru* reports that she left Otaru on the 28th ultimo. Had fine weather and moderate northerly winds to Hakodate. From Hakodate had light southerly wind and thick foggy weather to Tumabout; thence to Amoy had moderate north-east gale. Left Amoy on the 18th, and had fine weather and southerly winds to port.

Post Office.

A MAIL WILL CLOSE

For Kobe, Yokohama, Victoria, B.C., and Tacoma (Washington).—Per *Phra Nang* to-morrow, the 21st instant, at 11.30 A.M.

For Yokohama and San Francisco.—Per *Gaelic* to-morrow, the 21st instant, at 0.30 P.M.

For Swatow, Amoy, and Tamsui.—Per *Formosa* to-morrow, the 21st instant, at 1.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ARAGAO, Japanese steamer, 1,521, H. Selck, 17th May,—Saigon 14th May, Rice.—Mitsu Bishi Colliery.
CHELYDRA, British steamer, 1,975, W. H. Gould, 19th May,—Kutchinotzu 13th May, Coals.—Mitsui Bussan Kaisha.
BORNEO, Dutch steamer, 1,490, H. Klein, 13th May,—Singapore 6th May, Sugar and Wood.—Jardine, Matheson & Co.
DONAR, German steamer, 1,015, B. Grundmann, 18th May,—Saigon 13th May, Rice and Paddy.—Wieler & Co.
DECIMA, German steamer, 965, C. Christensen, 11th May—Saigon 7th May, Paddy.—Siemssen & Co.
EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 18th May,—Vancouver, *via* Yokohama 12th May, and Woosung 16th, General.—C. P. Railway Steamship Co.
FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.
FORMOSA, British steamer, 674, H. Bathurst, 19th May,—Tamsui 15th May, Amoy 16th, and Swatow 18th, General.—D. Lapraik & Co.
GAELIC, British steamer, 4,200, Pearce, 10th May,—San Francisco 16th April, and Yokohama 5th May, Mails and General.—O. & O. S. S. Co.
GLENORCHY, British steamer, 1,821, Ferguson, 18th May,—London 31st March, and Singapore 12th May, General.—Jardine, Matheson & Co.
HAIPHONG, French steamer, 884, Fauran, 16th May,—Haiphong 13th May, and Hollow 15th, General.—Messageries Maritimes.
JAPAN, British steamer, 1,865, A. G. Hamilton, 16th May,—Calcutta 30th April, and Singapore 10th May, Opium and General.—D. Sassoon, Sons & Co.
LENNOX, British steamer, 1,327, Ward, 17th May,—Moji 12th May, Coal.—Dodwell, Carlill & Co.
MACDUFF, British steamer, 1,882, E. Porter, 16th May,—Saigon 12th May, General.—Dodwell, Carlill & Co.
PEMBROKESHIRE, British steamer, 3,000, Gedye, 13th May,—Saigon 9th May, Rice.—Choy Chow.
PHRA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 17th May,—Bangkok 9th May, and Koh-si-chang 10th, Rice and Teak Wood.—Yuen Fat Hong.
PHRA NANG, British steamer, 1,021, W. Watton 17th May,—Canton 15th May, General.—Butterfield & Swire.
PILOT FISH, British steamer, 161, A. Stopani. —Hongkong and Whampoa Dock Co.
SUSSEX, British steamer, 1,619, H. F. Holt, 19th May,—Saigon 15th May, Rice and Paddy.—Wah Kee & Co.
TORRINGTON, British steamer, 1,563, Geo. R. Berwick, 2nd Feb.,—Hamburg, *via* Touron 31st January, Coal and General.—Dodwell, Carlill & Co.
ZAMBESI, British steamer, 1,650, Edwards, 8th May,—Victoria, B.C., *via* Honolulu 2nd April, General.—Gibb, Livingston & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 28th April,—Hamburg 17th Dec., General.—Arnhold, Karberg & Co.
CHARMER, American ship, 1,796, J. W. Holmes, 11th May,—New York 30th Nov., Kerosene Oil.—Jardine, Matheson & Co.
ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutter's Island.—Chinese Customs.
JOHN MCLEOD, British ship, 1,595, Henderson, 2nd May,—New York 28th Dec., Ballast.—D. Lapraik & Co.

HONGKONG—SAILING VESSELS.
Continued.

J. WESLEY, German bark, 240, G. Schnieders, 17th March,—Jaluet Marina Islands *via* Yap 3rd Feb., General.—Siemssen & Co.
MARY BLAIR, British bark, 328, Thos. Askin, 17th May,—Albany 22nd March, Sandalwood.—Order.
OMEGA, British bark, 780, W. Brown, 8th May,—Callao 27th March, General.—Order.
PENSHAW, British bark, 775, Inskay, 7th May,—Saigon 20th April, Coals.—Order.
WANDERING JEW, American ship, 1,650, D. C. Nichols, 12th May,—New York 1st Dec., Kerosene Oil.—Order.
WM. H. SMITH, American ship, 1,908, R. B. Brown, 16th March,—New York 10th Oct., Kerosene Oil.—Jardine, Matheson & Co.
WM. J. ROTCH, American ship, 1,665, Geo. L. Bray, 28th April,—San Francisco 7th March, Ballast.—Order.

Intimations.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS

No. 11, Praya Central.

(Opposite Pedder's Wharf).

SOLE AGENT FOR
RAHTJEN'S GENUINE COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED
EXTRA PRIME PORK and BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CHR. MOTZ & Co., BORDEAUX CLARETS
CEMENT from the celebrated Factory of Hemmoor.
FLENSBURG STOCK BEER.
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.

Dis Coteaux et fils finest old BRANDY COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS
FOR CHINA AND JAPAN
FOR THE
TULE LIFE PRESERVER AND RAFT.
Manufactured by the
LEDUC TULE IMPROVEMENT COMPANY
SAN FRANCISCO, CAL.

Creolin
Pearson

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892. [123

PIANOS, ORGANS, MUSIC, INSTRUMENTS AND FITTINGS OF ALL DESCRIPTIONS.

MOUTRIE,
ROBINSON & Co.

HAVE, now, a tremendous Stock and can supply Customers with anything required.

The largest Stock in the East. We buy largely and can sell CHEAPER than any other dealers. Make enquiries before trying elsewhere.

MOUTRIE, ROBINSON & Co.,
HONGKONG,
(or at Shanghai, Kobe and Yokohama).

If you have a
COLD or COUGH,
acute or leading to
CONSUMPTION,
SCOTT'S EMULSION
OF PURE COD LIVER OIL AND HYPOPHOSPHITES
OF LIME AND SODA
IS SURE TO CURE YOU.
This preparation contains the stimulating properties of the Hypophosphites and pure Norwegian Cod Liver Oil, Used by physicians all the world over. It is as palatable as milk. Three times as efficacious as plain Cod Liver Oil. A perfect Emulsion, better than all others made. For all forms of Wasting Diseases, Bronchitis,
CONSUMPTION,
Scrofula, and as a Flesh Producer there is nothing like SCOTT'S EMULSION. Let no one by profuse explanation or impudent assurance induce you to accept a substitute.
Sold by all Chemists.
SCOTT & BOWNE, LIMITED,
46 FARRINGDON ST., LONDON, E.C.
Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED), Hongkong, 10th December, 1891.

Intimations.

THE IMPERIAL HOTEL L'D.
C. S. ARTHUR, MANAGER.
TOKIO, JAPAN.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR, Manager.

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China Thursday, 2nd June.
City of Peking Saturday, 25th June.
City of Rio de Janeiro.....Tuesday, 19th July.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on THURSDAY, the 2nd June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco (or China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1892. [1

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic Saturday, 21st May.
Belgic Tuesday, 14th June.
Oceanic Thursday, 7th July.

THE Steamship

"GAELIC"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 21st May, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

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4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco (or China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th April, 1892. [9

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [9

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ld.).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [951

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan | Saturday... | May 28th.
Empress of China | Saturday... | June 18th.
Empress of India. | Saturday... | July 9th.

THE R. M. S.
"EMPRESS OF JAPAN,"
Lieut. G. A. Lee, R.N., Commander, sailing at Noon, on SATURDAY, the 28th May, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return.- 4 mos.	21 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

and class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent,
Office, Pedder's Street.

Hongkong, 7th May 1892. [9

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Phra Nang..... | Saturday... | May 21st.
Batavia | Saturday... | June 11th.
A Steamer | Saturday... | July 2nd.
A Steamer | Saturday... | July 23rd.
Parthia | Saturday... | August 13th.
A Steamer..... | Saturday... | September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"PHRA NANG,"

Captain W. H. Watton, sailing at Noon, on SATURDAY, the 21st May, will proceed to VICTORIA, B.C., and TACOMA, *viâ* NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 13th May, 1892. [510

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL, of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, 4th April, 1892. [1198